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have seen something of them and from statistics gathered for Lieutenant Jarvis by Mr. Stockslager whose knowledge of them is extensive, I have concluded that in this region 25 per cent of the native inhabitants have perished since May 1, 1900. This I know is a very high figure for a death rate, but I believe the facts in the case warrant the conclusion.

Reports from up the Yukon indicate a similar state of affairs along that river. Their treatment of disease, in the absence of medicines procured from the white man, consists of charms and incantations, and is perhaps as efficient as is Christian Science among our own kind. Their manner of disposing of the dead is as ghastly as it is stupid. Unless buried by the white man, or under his direction, the body is wrapped in skins, laid on the ground, and partially covered with driftwood. Disintegration, even during the summer months, is very slow. On August 29 I saw the bodies of 6 natives that had died during the early part of July. They were being slowly devoured by worms, and the odors of decomposition were scarcely perceptible 10 feet away. Seeing a clumsily constructed cross marking the remains of a child thus disposed of, I asked the father its significance. "Oh, I don't know," said he. "White man like him; maybe so I like him, too." Asked if he thinks the white man has brought him his illness, one of the older ones will reply, "Yes; me think;" but he will also tell you that years before he has seen the Eskimo sick and dying as he is to-day.

In concluding this report I have to say that I was unable to secure any information concerning the origin of the case of smallpox in question. If it is a case of smallpox, as reported, it is probably the first case that has occurred among the natives.

Respectfully,

B. J. LLOYD,
Assistant Surgeon, U. S. M. H. S.

Maritime quarantine at Nome.

NOME, ALASKA, September 8, 1900.

SIR: I have the honor to transmit herewith weekly report of transactions at this quarantine station for the week ended September 8, 1900.

The 2 cases of measles mentioned in my last report were brought ashore from the steamer *Charles D. Lane* on the 5th instant. The attending physician reports that they are doing well. Because of the stormy weather the vessel immediately went over to Sledge Island for protection, and I have consequently been unable to disinfect the 2 cabins as yet.

There are no new developments in the case of the captain of the steamer *Meteor*, who was reported for infraction of the quarantine regulations.

Respectfully,

BAYLIS H. EARLE,
Assistant Surgeon, U. S. M. H. S.

Summary of the cruises of the Bratton on the west coast of Florida—May to September, 1900.

UNITED STATES STEAMSHIP W. D. BRATTON,
Tampa, Fla., September 30, 1900.

SIR: I have the honor to submit the following summary of the transactions of the quarantine steamer *W. D. Bratton* on the west coast of Florida from May 20 to September 30, inclusive.

The *Bratton* went out on her first cruise on May 24, and from that date until September 30, when she went out of commission, she cruised 3,518 nautical miles and visited all harbors between Cedar Keys and Key West at frequent intervals.

During this time 56 Spanish fishing smacks, the crews of which aggregated 392 men, were boarded and inspected, and 17 American vessels, with crews aggregating 85 men, were also boarded and inspected.

On August 2 yellow fever was reported present in Tampa by the representative of the State board of health at that place, and the *Bratton*, then at Key West, returned to Tampa at once, making the run from Key West to Port Tampa, a distance of 265 miles, in nineteen hours.

On the morning of August 6 the *Bratton* began patrolling the bay off Tampa to prevent the escape of refugees by water unless satisfactory passes were presented. This work was kept up until August 13, and during that time 51 vessels were overhauled and inspected, and 19 were turned back on account of not holding satisfactory passes signed by the State health officer. Although considerably handicapped by her small coal capacity, and lack of search light for night work, the *Bratton* has done efficient work and has proved herself an able sea boat and well adapted for patrol work.

Much inconvenience has been experienced during the season on account of great difficulty in securing satisfactory crews. The men have as a rule proved themselves not amenable to even ordinary discipline and left the vessel over the slightest reprimand, and the frequent changing of crews necessitated thereby has prevented, to a large extent, the observation of the uniform regulations. In this connection I would respectfully recommend that, if possible, some arrangement should be made whereby the crew of the vessel could be enlisted and some suitable punishment be provided in cases of desertion.

I would also respectfully recommend that uniforms be furnished the crew, excepting the pilot and engineer, as is done in the Revenue Cutter Service. In this way it would be possible to maintain proper discipline and obtain greater efficiency in the crew, and having well-trained men would greatly curtail waste and more than save cost of uniforms during the season.

Much difficulty has been experienced in obtaining satisfactory subsistence supplies, fuel, etc., on account of lack of competition and resulting high prices.

The *Bratton* is now tied up in the Hillsboro River, at Tampa, near Sweat's steam ways, and her upper works have been covered with canvas to protect her from sun and rain.

Explicit written orders have been given her pilot and engineer as to her proper care and preservation while she is out of commission, and copies of these orders have been sent the Bureau.

Respectfully,

G. M. CORPUT,
Assistant Surgeon, U. S. M. H. S., In Command.

Vessels from Mexican, Cuban, and Central American ports inspected at Reedy Island Quarantine.

REEDY ISLAND QUARANTINE,
via Port Penn, Del., September 30, 1900.

SIR: I have the honor to report that the following vessels from Mexican, Cuban, and Central American ports were inspected at this quarantine during the week ended September 22, 1900: September 16, 1900, steamship *Grayfield*, from Santiago de Cuba, with iron ore; no passengers. Bill of health signed by Assistant Surgeon Von Ezdorf.

September 17, 1900, steamship *Newcastle*, from Tampico, in ballast; no passengers; bill of health signed by consul.

Respectfully,

T. F. RICHARDSON,
Assistant Surgeon, U. S. M. H. S., In Command.

Smallpox in Colorado.

DENVER, COLO., *September 24, 1900.*

SIR: Since my report to you of September 18 the following cases of smallpox have been reported to this office for the week ended September